









In spite of the fact that their own laws seemed to be designed to prevent them from embarking on any foreign maritime commerce.

The old Japanese junk was obliged to conform to a prescribed build and also, much more adapted for coasting than for sea-going and by no means up to the character of the best Chinese craft. The following note by an expert, upon the pre-steamers Japan, as vessels, is pertinent to our subject.

"In a test class of these vessels the cabin projects from the ship about two feet on each side, and there are folding iron decks round it which may be opened or shut as pleasure or occasion may require. In the furthestmost parts are the rooms for passengers, separated from each other by a series of screens, with the floors covered with a fine mat. The outer cabin is always considered the best, and is accordingly assigned to the most distinguished passengers. The roof, or upper deck, is finished, and constructed of neat boards, and is joined together, in rainy weather the mast is let down upon the upper deck, and the sail extended over it for the sailors and the people employed in the ship's service to take shelter under it, and to sleep at night. Sometimes, the better to defend the upper deck, it is covered with straw mats, which are kept for this purpose. There is, but one sail, made of canvas, and very large, and one mast, standing up about amidships, but somewhat towards the stern. This mast, which is of the same length as the ship, is wound up by pull, and again lowered when the ship comes to anchor. The anchor is a large iron ball, and the ship is commonly towed in by four hands rowing the windlass. The tow-ropes are towards the stern. They row in unison with the air of a song, or tune with words, which serves at the same time to direct and regulate their work and to encourage each other in exertion. They do not row after the European mode, extending their oars straight forward, with the blades just below the surface, but they let them fall down into the water almost perpendicularly, and then lift them up again. This way of rowing not only answers the same purpose as our own, but is performed with less labour and seems to be more adapted to circumstances, considering the narrowness of the pass through which ships sometimes pass, or when vessels pass each other, or when the benches of the rowers are raised considerably above the surface of the water. The oars are made in a peculiar manner, suitable for this mode of rowing, being not all straight like the European oar, but somewhat bent."

Such were the sea-going junks of Old Japan, which do not seem to compare favourably with the Chinese junk, and some described in a previous article. Yet in these clumsy craft the Japs used to make adventurous voyages to Formosa, and even to the midland of China. Still it is obvious that with such vessels they could not carry on much of a foreign trade, and very soon after the advent of the *Empress*, they began to go in for British and American built ships and steamers.

Practically within twenty years the Japs have sprung from these rough clumsy boats to the magnificent fleets of which that of the Nippon Yusen Kaisha is but one. Yet this enterprising Japanese Company has not yet fully first-class steamships of the improved mode of construction, carrying the imperial mails, conducting a daily coastwise with all the principal ports of the Empire, and a weekly service between Shanghai and Yokohama, and the ports of the Indian Sea and Nippon. They connect at Yokohama with the American Pacific Mail and Oriental Company, at Shanghai with the P. & O. and Messageries Maritimes, and they extend their lines to Korea, Timor, and even to Rangoon and Vladivostok. In fact the Nippon Yusen Kaisha is in many respects one of the most important developments of the age in Eastern waters, and is a suggestive sign of a spirit of competitive enterprise which was certainly not lived in when Lord Elgin went to Yedo in 1858, nor for many years afterwards.

The first line of steamers established under the Japanese flag was in 1875, under the name of the Mitsubishi Steam Navigation Company. They began with the purchase of three powerful boats—the *New York* which they re-named *Tokio Maru*, the *Midway*, which they re-named *Kumano Maru*, and the *Aomori*, which they re-named *Takar Maru*. But these were only to keep them going until they could build, in Japan, and at a sufficient cost, to enable them to establish their regular weekly communication between China and their own principal ports. Since then the Japanese steam fleet has been rapidly growing.

Even as we write, it is reported that the Japanese have made formal application for leave to station a Consul at Bombay, and to open a branch here of the Specie Bank of Japan. The shipments of cotton from India to Japan are now so enormous, and are increasing so rapidly, as to form a distinct and important branch of Eastern trade. *Fortify*

Scientific and Useful.

Electrical soldering and casting of metals is now accomplished.

Aluminum is already taking the place of silver in the laboratory.

A new invention eliminates the battery at subterranean telegraph stations.

There is a machine which automatically turns out compressed screws of any size.

A patent has been issued for a lock which can be operated only by a magnetized key.

An alloy of 74 per cent of gold and 22 per cent of aluminum, is the most brilliant known.

Cleanliness and moderation in eating and drinking are the best cholera preventives.

A Berlin inventor has invented an instrument which measures the 1,000th part of a second.

A chemist in Berlin claims that he has discovered a system of reproducing natural color in photography.

An engineer has recently devised a new electrical machine by which weeds and obnoxious grasses can be destroyed.

More than half of the 400 street railway systems in the United States have adopted electricity as a motive power.

Among the most recent uses to which electricity has been applied, is that of transmitting photographs and drawings by wire.

A French artist, M. Moré, has succeeded in photographing a flying insect. The time of exposure was only 1/1000 of a second.

An electric screen for doors and windows is so arranged that an alarm is given whenever an attempt is made to disturb the device.

The stability of electric locomotives at high speeds is much greater than that of steam locomotives, and therefore there is less chance of derailment.

A new lamp has been invented which casts no shadow, the carbons being made in the form of two curves, the point of contact being at the bottom.

Telephotography is now interesting Parisians, and the *Figaro* predicts that "soon may be seen in Paris the image of a man smoking in St. Petersburg."

Horse-racing, bicycling, and croquet are some of the out-door sports recently reported as having been carried on by the aid of the electric light.

Some insects use leaden headed nails for roofing purposes. The last strokes of the head over the nail made in the tin, and looking like thus prevented.

A Bath, Maine, copper-worker took a small copper cent and hammered it into a salalature

tea-kettle. The words "one cent" occupy all the space on the bottom.

Hot blast furnaces are now being constructed in a manner as to use the heat derived from the furnace for heating the air blown into it to smelt the contents.

Bricks made of plaster of Paris and cork are now used in the construction of powder mills. In case of explosion they offer slight resistance and are broken into atoms.

Three broad patents on electric locomotives and electric railway systems, applications for which have been made since June 9, 1890, have just been issued to Thos. A. Edison.

One of the latest practical applications of aluminum is in making carriage window frames. A large establishment at Neuhausen, Switzerland, turns out large numbers of these frames daily.

Dr. Jules Rochard, in a paper read before the French Academy of Medicine, says that prussic acid is among the active principles that pass into the smoke of a cigar under-going combustion.

The electric roads of Springfield, Mass., being the rate of \$2 an hour to go in any desired direction. They are marked "special" and are exceedingly popular.

Five important patents on storage batteries, battery plants and cells have just been issued to E. P. Usher, the inventor of the system of storage-battery traction running between Milford and Hopkinton, Mass.

A new building in Denver, intended to accommodate twenty light manufacturing concerns, has been wired and equipped throughout for the distribution of power to the different tenants by means of electricity.

A body of pure rock salt that has been discovered in the Colorado desert, has been found to contain the fossil remains of millions of grasshoppers and plant remains that fell into the salt when it was in a liquid state.

The latest form of steamship propeller is an English invention. It is designed so that when in motion there is no weight of water on the blades on the rise and fall of the propeller, due to the pitching of the vessel.

An English physician who has made a study of bronchial diseases says that women teachers are subject to a peculiar throat affection. He recommends that they should in training schools how to manage the voice.

Few are aware that the human body falls asleep by degrees. A French physiologist concludes that the sense of sight sleeps first, then the sense of taste, next the sense of smell, next that of hearing, and lastly that of touch.

Dr. Sargent of Harvard College, in making tests of the physical condition of John L. Sullivan, used an electrical measuring machine, which showed that in striking a blow, if the fist left the arm, it would travel a mile in about three minutes.

The results given out by some of the tanneries of France using the electrical method show that there is accomplished in ninety hours by this method what would require from seventeen to eighteen months by process of agitation.

Capital to the amount of over \$1,000,000 is invested in copper refineries using the electrolytic method. There are at present used in them thirty-six dynamos, having a total capacity of 1,614 kilowatts, and their monthly output is 3,600 tons of metal or 43,800 tons per year.

A statistical item of interest to women is that women today are two inches taller, on an average, than they were twenty-five years ago. The cause is found in the exchange of the embryonic period for the period of the school and college.

The aluminum nose has been invented. It is a monument to the ingenuity of a New York surgeon. It is natural in appearance, secure, comfortable, can be blown and needs no spectacles to keep it on. Dr. Towley of Vermont is the happy man to wear the first specimen.

The condemnation of aluminum vessels for domestic use by the German chemists has been upset by the experiments of M. Ballard, communicated to the Académie des Sciences in Paris. From experiments extending over several months he concludes that this metal is not so easily attacked as iron, copper or lead.

The Nile has a fall of but six inches to the 1,000 miles. The overflow commences in June every year and continues until August, attaining an elevation of from 24 to 36 feet above low water mark, and flowing through the Valley of Egypt in a turbulent body twelve miles wide.

A new electrical twisting machine is one of the latest applications of electricity to the arts. The square rods or blanks to be twisted are heated by the electric currents, which heat from the inside in lieu of from the outside, as in ordinary fire methods, and are then twisted by sections in succession.

The oddest of recent patents is that for a fish-bait with a shield of bright metal, and which is placed a blazing incandescent lamp. A dry battery in the handle of the rod furnishes the current, while insulated conductors along the pole carry it to the lamp. The fish-bait at the arrangement with a battery.

There are bacillus and bacillus, but the "measly" bacillus is probably one of the meanest of the race. The measles bacillus, discovered in Berlin by Dr. Canon, varies from one three-hundredths to one one-hundredth of an inch in length, and possesses characteristics said to be "different from those of any other bacillus known."

The extent of the influence a lake may exercise upon climate is illustrated by the statement of M. Forel that the quantity of heat accumulated in Lake Geneva during the summer is equivalent to that which would be given out by the burning of 5,000,000 tons of coal. A railway train carrying this coal would be 18,000 kilometers long, or nearly the length of the earth's meridian from pole to pole.

Platinum enters very largely into electrical work, and the report that it has been found on the Pacific Coast in such quantities and of such quality as to make it profitable to mine, will prove of interest, particularly to incandescent lamp manufacturers. While platinum has been known to exist in the United States, it was of such poor quality that it could not be collected with profit, and up to the present it has all been shipped there from Russia.

A French paper tells of a new process of tanning by electricity, which, it says, is being used on the skins of the stray dogs gathered into the Paris pound. The electric system, it is alleged, transforms the skin into leather in three or four days, against the six or eight months required in the ordinary process, and the leather so tanned is better than that tanned in the ordinary way. It is also used for leather fine shoes, and is notable for its soft and delicate qualities.

The *John Hopkins Hospital Bulletin* recently received some observations by A. C. Abbott upon the bacteria found in the interior of large hallways which fell during the storm of April 26th, 1890. Care was taken to exclude all organisms except those brought down from the altitude where the hall was formed. The number of organisms observed ranged from 400 to 700 to the cubic centimetre. The majority represented only a single species—a short, thin, oval bacillus—although several other and determined species were observed.

Art has been as inaccurate in its representation of the snake in motion as of the horse. The snake does not literally "go upon his belly," as Scripture to the contrary notwithstanding, but upon his side, and his motion results from the

use of the intercostal muscles in such a way as to contract the ribs on one side at a time. By this process and in this position the snake can run very rapidly, but only for a short time. He is quite unable to glide upon a perfectly smooth surface, nor is he able, as most persons suppose, to propel his whole body forward and in air when striking.

A curious series of experiments on the hereditary transmission of mutilations has been made by Dr. C. G. Lockwood. By the in-and-in breeding of white mice for ninety-six generations he obtained a larger and finer animal than the original pair. In order to breed their tails off, he selected a pair, and putting them in a cage by themselves and clipping their tails, he got a breed of tailless mice in the seventh generation. Then, by taking one with a tail and one without a tail, and alternating the sexes in each generation, he finally again got a breed of all-tail mice.

American Locomotive Co., is at work on a device which will be one of the attractions of the town when completed. It is a large clock, the figure on which can be seen from the hotel, and the motive power for which will be the gyser. The clock will be erected at a point where it will be prominent. The gyser bubbles and rises every thirty-eight seconds as regularly as clock-work would require, and every time it rises it will raise a lever that will move the hands exactly thirty-eight seconds. This clock can be made to keep perfect time, and will be the only one of its kind in the world.

Both papers state that an engineer living in Glasgow has lately completed, after thirteen years' experimenting, a device for steam engines by which all steam is returned back to the boiler after doing its work in the cylinders. In several cases, it is said, he has installed his engine and it is at work with extraordinary results. In one case, in a textile factory, the engine with his device is doing as much work with one ton of coal as it formerly did with ten tons. The problem of how to make use of the vast amount of steam everywhere blown off is to the air after doing certain work, has long occupied engineers, and the solution would be worth many millions of dollars, in many ways.

Mills all over the United States are introducing electric motors for power distribution purposes, and in crowded cities no other means of obtaining small amounts of power will be available in a few years. The mail service of the Government will in time be largely conducted independently of steam roads. A congressional appointment of experts are also at work on this electric problem and automatic collection from city boxes to stations, and rapid forwarding between large cities will eventually be the outcome of their work. All these outlooks have foundations of fact upon which to base their suppositions, and there hardly exists to-day contrivances for the reduction of labor or the convenience of mankind but what can be supplanted or improved by embodying an electrical condition in their construction. Where it will all end is a question the wisest philosopher may well ponder over and shake his gray locks to denote his inability to tell, unless, perhaps, he may surmise the wonderful advance the indefinable substance he calls electricity has made and is likely to make. It is but the natural sequence of the discovery of an great underlying principle of all matter, and that "electricity" is but a synonym for a thousand other words and descriptions he uses to-day.

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## Intimations

## THE MOUNT AUSTIN HOTEL.

Telegraphic address, "EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

ARRIVE FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person ..... \$ 3.00  
Board and Lodging by the Day for Married Couples occupying one room ..... 4.50  
Board and Lodging by the Month, one person ..... 60.00  
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(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day ..... \$ 2.50  
Sitting-room by the Month ..... 30.00  
Extra Bed-room by the Day ..... 2.00  
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Breakfast ..... 0.75  
Tiffin ..... \$ 1.00  
Dinner ..... 1.50  
European Servants by the Day ..... 1.00  
European Servants by the Month ..... 20.00  
(Bedroom extra) ..... 20.00  
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TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates. For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central, or to R. ISLERWOOD, Manager, Mount Austin Hotel, Hongkong, 13th October, 1892. [1018]

## W. BREWER.

RENSHAW'S Tennis Shoes, Buckskin Tops and Stained Hide Tops. Gentlemen's Dancing Pumps. Ladies' Evening Shoes. Children's Walking Shoes in great variety. Ball Programmes. Menu Cards, Guest Cards. Invitation Cards. Letts' Diaries for 1893. North China Anglo-Chinese Date Blocks. Christmas Numbers of T. Utah and Yale Tide. Howard & Co. Dance Annual, 40 cents. Phillips and Page's Dance Annual, 40 cents. Enoch's Dance Annual, 40 cents. Comic Albums and Comic Songs, a large selection.

W. BREWER, UNDER HONGKONG HOTEL. [40]

Hongkong, 4th January, 1893.

## THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremia"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HÔTE, at separate tables, is supplied with every delicacy, the cuisine being under experienced supervision. THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoining the HOTEL, and is under the same management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager. [1018]

Hongkong, 12th February, 1893.

## CARMICHAEL & CO., LD.

GENTLEMEN'S DRESS SHOES and DANCING PUMPS. WHITE CAMBRIC TIES with NECK STRAPS. WHITE KID GLOVES in all sizes.

PORPOISE HIDE LACED BOOTS and SHOES. Knickerbockers, Knitted Stockings for Shooting, Cycling, or Golfing, Hand Knitted Scotch Flanneling-Wool Socks.

3 Double Barreled Fowling Pieces to be cleared at very reasonable prices. CANADIAN DAIRY PRODUCE.

CARMICHAEL & CO., LTD. 18, Praya Central, Hongkong. [52]

Hongkong, 9th January, 1893.

## Hotels

WINDSOR HOTEL, (in Connaught Buildings), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE. Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor. Hongkong, 23rd August, 1892. [25]

TRAVELLERS HOTEL, No. 18 & 19, Queen Victoria Street.

WINE AND SPIRITS. BEST QUALITY ONLY. BEER AND DRAUGHT. MEALS ALL HOURS. FIRST CLASS BEDS. TERMS VERY MODERATE.

H. OLIVER, Proprietor. Hongkong, 19th December, 1892. [126]

THE BOA VISTA HOTEL, BISHOP'S BAY, MACAO.

THIS Hotel is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East. Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands. Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar. A small D'Hôte is attached to the premises. MRS. MARIA B. DOS REMEDIOS, Proprietress.

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THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality. Terms Moderate.

R. HELLWIG, Proprietor. Amoy, 1st September, 1892. [68]

Hongkong, 1st September, 1892.

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OPEN ALL THE YEAR ROUND. THIS commodious and well appointed HOTEL, situated at a height of 1,550 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL" is now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES. The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—One person, one month, ..... \$50.00 Married couple (occupying one room) per month ..... 85.00 One person per day ..... 2.50 Married couple per day ..... 3.50 For full particulars apply to VICTORIA HOTEL. Hongkong, 25th October, 1892. [1814]

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## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

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 Mr. F. East Mr. W. H. R. Loxley.  
 Mr. W. S. Harrison Mr. F. Maitland.  
 Mr. Thos. Howard Mr. W. R. Needham.  
 Mr. Morton Jones Mr. Medhurst.  
 Mr. C. H. Gale Mr. A. E. Skeels.  
 Mr. W. H. Gaskell Mr. Snarow.  
 Mr. Geo. L. Tomlin Mr. Geo. L. Tomlin.

## WINDSOR HOTEL.

Mr. W. Road Mrs. Mitchell-Jones.  
 Mr. J. F. Boulton Capt. and Mrs. Morris.  
 Major & Mrs. Chapman Mr. A. Park.  
 Mr. S. I. Danby Mr. and Mrs. Pigott.  
 Mr. G. Engel Dr. Stephenson, U.S.N.  
 Mr. P. Gavannilles Mrs. F. B. Stephenson.  
 Mr. F. W. Johnson Miss R. Stephenson.  
 Mr. J. R. Joyce Capt. & Mrs. Stomham.  
 Mr. P. M. B. Lake Captain A. Tillett.  
 Mr. A. Meurant Mr. A. Trank.  
 Captain F. Meyer Lt.-Col. J. L. Tufnell.  
 Hon. N. G. Mitchell Mrs. Tufnell.

## Shipping.

## ARRIVALS.

HAI PHONG, French steamer, 874, Galletti, 10th Jan., Halphong and Holchow 8th Jan., General—Messageries Maritimes.  
 TAI-CHONG, German steamer, 823, H. T. Spiesen, 10th Jan., Saigon 6th Jan., Rice—Jardine, Matheson & Co.  
 ST. NORDISKE, Danish steamer, 596, Suenon, 10th Jan., Amoy 3rd Jan., General—C. N. Telegraph Co.  
 MERCURY, British steamer, 831, Captain C. J. Bailour, 10th Jan., Singapore 3rd Jan., General—Jardine, Matheson & Co.  
 PORT ADELADE, British steamer, 1,785, Jamieson, 11th Jan., Shanghai 8th Jan., General—Dodwell, Carill & Co.  
 KUTANG, British steamer, 1,495, W. Hall Jackson, 11th Jan., Calcutta 24th Dec., Penang 31st and Singapore 4th, Oplum and General—Jardine, Matheson & Co.  
 FOKIER, British steamer, 509, W. Davis, 11th Jan., Tamsui 8th Jan., Amoy 9th and Swatow 10th, General—D. Laprak & Co.  
 BRAZILIAN, British steamer, 294, A. Skellen, 11th Jan., Australia 26th Nov., Sandalwood—Jardine, Matheson & Co.  
 HOLSTEIN, German steamer, 1,103, J. Bruhn, 11th Jan., Saigon 7th Jan., Rice and Paddy—Wielers & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Cleto, British steamer, for Saigon.  
 Kimmun, British steamer, for Shanghai.

## DEPARTURES.

Jan. 10, Yenny, American bark, for Yap.  
 Jan. 11, Halchow, British steamer, for Swatow, &c.  
 Jan. 11, Stam, British steamer, for Swatow, &c.  
 Jan. 11, China, American steamer, for Yokohama.  
 Jan. 11, Alutia, German steamer, for Holchow.  
 Jan. 11, Charters Tower, British steamer, for Kutchinsoo.  
 Jan. 11, Yarra, French steamer, for Saigon, &c.

## PASSENGERS—ARRIVED.

Per Halphong, str. from Halphong, 10th Jan., Messrs. de Bérigny, Sharples, and Tanant.  
 Per Tachong, str. from Saigon—43 Chinese.  
 Per Fokien, str. from Tamsui, &c.—Mt. Achi, and 202 Chinese.  
 Per Kutang, str. from Calcutta, &c.—505 Chinese.  
 Per Holstein, str. from Saigon—2 Chinese.

## DEPARTED.

Per Yarra, str. from Hongkong for Saigon—Admiral Hermann, Messrs. Lavie, Gausche, Ha Mith Phai, J. Cargouet, and 16 Chinese. For Singapore—Messrs. V. Assomull and 3 friends, and Lai Chow Fong, for Colombo—Mrs. Strin. For Marselles—Mr. and Mrs. Gueland and 2 children, Mrs. E. Maillard, Messrs. E. Allgreen, W. Boad, G. Gown, Seville, and A. Maillard. From Shanghai for Saigon—Mr. Colomb. From Yokohama—Mr. Bellag. For Suva—Mrs. Ames, Misses Lill and H. Ames. For Marselles—Messrs. Teihabahi, Bernish, and Kawakani. From Kobe for Saigon—Mr. Ujian Sui. For Marsilles—Mr. Borden.  
 Per China, str. for Yokohama—Mr. A. L. Bagnall, Mr. W. A. Assomull, and 1 Indian. For San Francisco—Mrs. B. S. Flowers.

## REPORTS.

The British cruiser Mercury reports that she left Singapore on the 3rd instant. Had strong monsoon and rather heavy head sea for first three days out; thence to port had fine weather, and thick fog experienced outside Hongkong.  
 The British steamship Kutang reports that she left Calcutta on the 24th ultimo, Penang on the 31st, and Singapore on the 4th instant. From Calcutta to Singapore had light to moderate breeze with fine weather and smooth sea. Immediately on leaving Singapore encountered strong monsoon and heavy north-east swell for first 3 days out. Then wind and sea moderated and died down to light breeze and smooth sea to Hongkong.

The British steamship Fokien reports that she left Tamsui on the 8th instant, Amoy on the 9th, and Swatow on the 10th. From Tamsui to Amoy had calm and light south-west wind the first part of the passage, and the latter part had calm and fog. From Amoy had light north-west winds and fog to Swatow. From Swatow had light to moderate easterly winds and cloudy weather throughout. In Swatow the steamships Yunnan and Paoing.

## Post Office.

A MAIL WILL CLOSE—  
 For Swatow and Bangkok—Per Dewongsoi to-morrow, the 12th instant, at 9.30 A.M.  
 For Singapore—Per Glenarr to-morrow, the 12th instant, at 4.30 P.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

AKAOO, Japanese steamer, 1,521, H. Selch, 10th Jan., Nagasaki 5th, Coals—Mitsui Bussan Kaisha.  
 BORMIDA, Italian steamer, 1,499, F. Ansaldo, 6th Jan., Bombay 16th Dec. and Singapore 28th, General—C. N. Telegraph Co.  
 BORZO, Dutch steamer, 1,490, H. Klein, 28th Dec.—Java (Cheibon) 17th Dec., Sugar—Jardine, Matheson & Co.  
 CRUSAM, German steamer, 623, W. Wendt, 8th Jan., Halphong 5th Jan., and Holchow 7th, Rice and General—A. R. Marry.  
 CICKRO, British steamer, 1,030, A. George, 3rd Jan., Saigon 29th Dec., General—Jardine, Matheson & Co.  
 CLARA, German steamer, 675, H. Island, 30th Nov., Canton 30th Nov., General—Jardine, Matheson & Co.  
 DONAR, German steamer, 1,200, B. Grundmann, 7th Jan., Saigon 1st Jan., Rice and Salt—Wielers & Co.  
 EMPRESS OF CHINA, British steamer, 3,000, R. Archibald, 3rd Jan., Vancouver 13th Dec., Yokohama 26th, Kobe 26th, and Shanghai 1st Jan., General—C. P. R. Co.  
 EMERALDA, British steamer, 966, G. A. Taylor, 8th Jan., Manila 5th Jan., General—Jardine, Matheson & Co.

## HONGKONG—STEAMERS.

## (Continued).

FAME, British steamer, 177, Captain McLesah, Hongkong Government tender.  
 GLENHARR, British steamer, 1,407, Murray, 1st Jan., Saigon 28th Dec., Rice and Paddy—Jardine, Matheson & Co.  
 GLUCKSBURG, German steamer, 918, P. Thomsen, 8th Jan., Saigon 3rd Jan., Rice and Paddy—Jardine, Matheson & Co.  
 KEEHUY, British steamer, 1,085, Geo. S. Carlin, 10th Jan., Singapore 4th Jan., General—Butterfield & Swire.  
 HANGCHOW, British steamer, 997, Derby, 10th Jan., Canton 10th Jan., General—Butterfield & Swire.  
 HEBE, Norwegian steamer, 1,669, F. W. Manson, 28th Dec., Batum 6th Nov., Petroterfield & Swire.  
 LIEN-SHING, British steamer, 1,049, W. M. Young, 10th Jan., Shanghai 6th Jan., and Swatow 9th, General—Jardine, Matheson & Co.  
 NEUBERG, German steamer, 3,207, B. Blanke, 8th Jan., Yokohama 31st Dec., Malls and General—Jardine, Matheson & Co.  
 ORION, Austrian steamer, 1,760, G. Wallatich, 31st Dec., Trieste 15th Nov., and Singapore 24th Dec., General—D. Sastoon, Sons & Co.  
 PAOTING, British steamer, 1,088, Thos. Gyles, 9th Jan., Canton 4th Jan., General—Butterfield & Swire.  
 PILOT, British steamer, 161, A. Steward, 10th Jan., Hongkong and Whampoa Dock Co.  
 SOCHOW, British steamer, 999, N. Marilo, 1st Jan., Canton 1st Jan., General—Butterfield & Swire.  
 STRATHCLYDE, British steamer, 2,151, L. Whyte, 6th Jan., New York 3rd Nov., General—Dodwell, Carill & Co.  
 TAI-YUEN, British steamer, 1,459, R. Nelson, R.N.R., 5th Jan., Nagasaki 31st Dec., General—Butterfield & Swire.  
 VELOX, German steamer, 636, H. R. Goutard, 28th Nov., Canton 18th Nov., General—Wielers & Co.

## SAILING VESSELS.

ALTAIR, British bark, 337, Munro, 11th Dec., Tientsin, Beas, Butterfield & Swire.  
 CHURCHSTON, British bark, 473, W. Butlin, 24th Dec., Fremantle 10th Oct., San Salvador—Stemmen & Co.  
 ERLKING, Chinese bark, 457, Oplum Examination, bulk, Stonecutters' Island—Chinese Customs.  
 HARVARD, American bark, 982, L. A. Colcord, 25th Nov., Singapore 21st Oct., Timber—Master.  
 JOHN BARLEY, American bark, 700, F. P. Shepherd, 16th Dec., Chefoo 8th Dec., General—Master.  
 LOTAR, Italian bark, 718, P. Gardello, 13th Dec., Callao 8th Aug., Old Iron and Brass—D. Musso & Co.  
 NAM-SHONG-SHING, Chinese schooner, 300, Luk Lalung, 24th Aug., Yee-on 11th Aug., Timber—General.  
 NICOVA, British bark, 195, T. Norris, 16th Nov., Bangkok 5th November, Timber—Wielers & Co.  
 WM. J. ROTCH, American ship, 1,664, Geo. L. Bray, 3rd Dec., San Francisco 13th Oct., Flour—Fung Sang & Co.  
 WM. W. CRAPO, American bark, 1,073, W. W. Hardy, 6th Jan., San Francisco 17th Nov., Flour—Melchers & Co.

## Masonic.

## DILIGENTIA LODGE

## OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 12th instant, at 5.30 p.m. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 4th January, 1893. [129]

## ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 12th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 9th January, 1893. [81]

## PERSEVERANCE LODGE OF HONGKONG, No. 7, 165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 16th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 9th January, 1893. [8]

## CATHAY CHAPTER, No. 1165.

A REGULAR CONVOCATION of the above Chapter will be held in the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 17th instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited.  
 Hongkong, 9th January, 1893. [81]

## Intimations.

LEVY HERMANOS. JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. Sole Agents for PATRICK PHILLIPS & Co., Geneva. A great variety in Fancy Goods. 10, QUEEN'S ROAD CENTRAL. Opposite the Telegraph Office. Hongkong, 5th January, 1893. [73]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 48, Queen's Road Central. [63]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis' Anderson's Watches awarded the highest Prices at every Exhibition; and for Vogelbein and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. No. 8, Queen's Road Central. [63]

HONGKONG TIMBER YARD, WANCHAI. OREGON PINE SPARS AND LUMBER Always on Hand. L. MALLORY. Hongkong, 26th Jan., 1893. [60]

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.  
 PERU ..... Saturday, 28th Jan.  
 City of Rio de Janeiro ..... Saturday, 18th Feb.  
 City of Peking (via ..... Saturday, 11th March.  
 Honolulu) .....

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 28th Jan., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg. \$225.00  
 To Liverpool and London ..... 325.00  
 To Paris and Bremen ..... 345.00  
 To Havre and Hamburg ..... 335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	3-day Ticket.	Continuation Trip Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	295.00	291.50
St. Paul, Minn., Minneapolis, Minn.	295.00	
Chicago, Ill.	295.00	295.00
Milwaukee, Wis.	295.00	295.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	302.50	304.20
Detroit, Mich.	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	311.05	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.05	308.50
Montreal, Canada	317.90	311.75
Philadelphia, Penn.	319.75	313.00
New York	319.75	312.50
Boston, Mass.	321.15	315.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
 4 months ..... \$337.50  
 12 months ..... \$393.75  
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.  
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.  
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.  
 J. S. VAN BUREN, Agent.  
 Hongkong, 11th January, 1893.

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